

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 2 30 Ed 1998 Change No. 16 LAST NM 25/00

Page 125—Paragraph 91, lines 4 to 7; read:
highway bridge that has a bascule span with a clearance of 8 feet. When in the open position the bascule span overhangs the channel, providing an ...
(CL 232/00; CL 462/83; 33 CFR 117.607) 28/00

Page 166—Paragraph 36, lines 4 to 6; read:
Light. In May 1999, the controlling depths were 13 feet in the entrance channel, thence 12 feet in the inner harbor anchorage except for gradual shoaling to bare along the northwest side and shoaling to less than 1 foot in the southeast corner, just east of the basin entrance, and along the southeast side, thence 6 feet was ...
(BPs 170199-200; CL 81/00) 28/00

Page 173—Paragraph 188, lines 3 to 5; read:
channel is marked by private seasonal lights and buoys. In 1991, the reported controlling depth was 8 feet in the channel; thence in 1981, 6 feet in the basin. A clubhouse on the west side of the ...
(CL 667/94) 28/00

Page 183—Paragraph 48, line 9; read:
a fixed highway bridge with a clearance of 75 feet. A RACON is in the center of the main channel span on the southernmost of two high-level fixed bridges.
(CL 457/00) 28/00

Page 219—Paragraph 183, line 7; read:
150 feet southward of Port Chester Light 4 on the end of the ...
(CL 346/00; LL/99) 28/00

Page 223—Paragraph 250, line 1; read:
Supplies.—Gasoline, lubricants, and marine ...
(CL 1763/94) 28/00

Page 228—Paragraph 360, line 4 to Paragraph 361, line 2; read:
east side of the harbor and is marked by a buoy at the north end and a light at the south end. A dredged entrance channel, marked by two private lights, leads from deep water in the harbor northeastward to a municipal marina just north of Glenwood Landing. In November 1999, the reported controlling depths were 8 feet in the entrance channel, thence 7 feet in the marina basin.

Glenwood Landing is a village on the eastern shore abreast Bar Beach. The stacks of a powerplant are prominent.
(NOS 12366; CL 2155/99) 28/00

Page 243—Paragraph 135, line 2; read:
20 feet for the fixed span over Swift Creek between West ...
(CL 275/00) 28/00

Page 264—Paragraph 277, line 8; read:
fixed span, 1.9 miles, 135 feet. In 1999, a second span was under construction adjacent to and just west of the existing Thomas Edison Bridge. The new bridge will have a fixed span with a design clearance of 110 feet. Garden State Parkway with fixed ...
(CL 176/2000) 28/00

Page 267—Paragraph 298, line 3; read:
by buoys. In 1981, a reported depth of 3 feet was available to ...
(CL 416/00) 28/00

Page 275—Paragraph 58, line 5; read:
auxiliary openings for small boats have clearances of 11 feet. A RACON is atop the center of the main channel span of the southernmost bridge.
(CL 390/00) 28/00

Page 277—Paragraph 113, line 7; read:
Beacon and Newburgh. A private fog signal is at the bridge and a RACON is atop the center of the main channel span of the southernmost bridge.
(CL 337/00) 28/00

Page 277—Paragraph 123, line 5; read:
private fog signals. The Mid Hudson Bridge also has a RACON in the middle of the span. Submerged pilings, covered 2 feet, are reported ...
(CL 338/00) 28/00

Page 277—Paragraphs 126 to 127; read:
Hyde Park, Mile 71E, is the birthplace of Franklin Delano Roosevelt, the 32nd President of the United States. The residence and library are about 0.4 mile inland.
A **special anchorage** is just west of Hyde Park. (See **110.1 and 110.155 (c)(6)**, chapter 2, for limits and regulations.) The Poughkeepsie Yacht Club, about 0.5 mile north of the anchorage area, has berths, electricity, gasoline, diesel fuel, water, a 15-ton mobile hoist, ice, and a sewage pump-out facility. In 1981, 8 feet was reported available alongside the gasoline dock.
(CL 1138/99; FR 7/20/99) 28/00

Page 278—Paragraph 139, line 3; read:
clearance of 135 feet. A private fog signal is at the bridge and a RACON is in the center of the west channel span.
(CL 339/00) 28/00

Page 278—Paragraph 146, line 3; read:
clearance of 142 feet. A private fog signal is at the bridge and a RACON is in the center of the main channel span. High-voltage ...
(CL 340/00) 28/00

COAST PILOT 2 30 Ed 1998 Change No. 17

Page 121—Paragraph 17; read:

Highland Light (42°02.3'N., 70°03.7'W.), 170 feet above the water, is shown from a 66-foot white tower with a covered way to the dwelling on a high bluff of the Highlands.

(LL/99) 28/00

Page 130—Paragraph 180, lines 2 to 6; read:

Sound to deep water in Nantucket Harbor off Brant Point. In February 1998, the controlling depths were 12 feet (14 feet at midchannel) to Buoy 9, thence 10 feet to Brant Point.

(BPs 169440-41; CL 1594/99) 28/00

Page 142—Paragraph 139, line 14; read:

6 feet and marked by a buoy, is on the south side of the entrance; ...

(NOS 13236) 28/00

Page 145—Paragraph 194, line 5; read:

Channel Light 21. In 1981, two rocks, covered 4 to 5 feet, ...

(NOS 13236; LL/99) 28/00

Page 145—Paragraph 200, lines 21 to 22; read:

above the wharves have 31-foot fixed spans with a clearance of 1 foot.

(CL 1487/98) 28/00

Page 145—Paragraph 201, line 2; read:

River is 4.1 feet. The velocity of the current is not great ...

(TT/99) 28/00

Page 191—Paragraph 204, lines 7 to 13; read:

breakwater on the west side of the river mouth. In July 1999, the controlling depths were 4 feet (8 feet at midchannel) to the first turn near the mouth of Menunketesuck River; thence in January-February 1998, 6 feet (7½ feet at midchannel) to the head of the project about 60 yards below the first fixed highway bridge. The anchorage basin had a depth of 6½ feet.

(BP 165572; BP 169333; CL 1369/98; CL 1503/99) 28/00

Page 193—Paragraph 239, lines 2 to 7; read:

Blackstone Rocks, a privately dredged channel, about 0.9 mile westward of Flying Point, leads northeastward to a quarry wharf on the west side of a dredged basin. In 1995, the reported controlling depths were 14 feet from the channel entrance to the basin, thence a depth of 14 feet was available in the basin except for lesser depths along the north and west edges. The entrance channel is marked by a private **028°** range consisting of a front and middle light and a rear day-beacon.

(BPs 163954-56; CL 187/98; LL/99) 28/00

Page 200—Paragraph 364, lines 8 to 10; read:

strangers can enter the inlet without great danger. In 1996, the controlling depth was 6 feet from the entrance to about 0.3 mile above the mouth of Mattituck Creek; thence in 1988, 5½ feet at midchannel for about 1.8 miles to the turning basin at Mattituck ...

(CL 828/88; BPs 167954-55) 28/00

Page 257—Paragraph 190, line 2; read:

side of Coney Island, has a controlling depth of about 12 feet to ...

(CL 460/99; BPs 167816-17) 28/00

Page 259—Paragraph 207, lines 1 to 15; read:

Pierhead Channel leads from the main channel about 0.7 mile southward of Liberty Island, thence along the New Jersey pierhead line to Kill Van Kull. The channel, through connecting branch channels, leads to the **Caven Point** Pier, Claremont Terminal, the ConRail car float facility, and Global Terminal Wharf. In February-March 1999, the controlling depths were 6½ feet (7½ feet at midchannel) to a line connecting Buoy 4 and the southeast end of Caven Point Pier, just north of Claremont Terminal Channel, thence 11 feet (14 feet at midchannel) to Buoy 16, thence 13 feet (18 feet at midchannel) to Kill Van Kull except for shoaling to 3 feet off of the eastern end of Global Marine Terminal. The Military Ocean Terminal, to the south of Global Terminal Wharf, can also be reached through a channel northward of Robbins Reef Light. The channels are well marked with navigational aids. Note that the buoyage system changes southward of Military Ocean Terminal. In 1982, ...

(BPs 168553-54; CL 962/99) 28/00

Page 264—Paragraph 264, line 5 to Paragraph 265, line 4; read:

leads through the harbor to the mouth of Matawan Creek. In April-May 1999, the dredged channel had a controlling depth of 4½ feet (6½ feet at midchannel).

Matawan Creek, entered at the head of Keyport Harbor, is used mostly by local craft. In April-May 1999, the controlling depth was 4 feet to the first highway bridge, thence 1½ feet to the Route 35 highway bridge, thence in 1981, 2 feet to shoaling ...

(BPs 168829-32; CL 1087/99) 28/00